

GOVERNMENT / INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES GROUP
Meeting 98-02 October 27-28, 1998
NOAA Headquarters/Silver Springs, MD
(Transcribed/Reformatted)

1. **Opening Remarks:** Paul Best, AFS-400 and Dick Powell, ATA-100 Co-chairs of the ACF, Instrument Procedures Subgroup, opened the forum at 0900 October 27, 1998. The forum was held at NOAA Headquarters, Silver Springs, MD, with Terry Laydon hosting and providing opening remarks. A listing of attendees is attached.

2. **Briefings:** Tom Young, ALPA requested time to present ALPA concerns over proposed procedures, to be effective on December 3rd, 1998 that are annotated "RNP-1 or GPS required". ALPA is concerned that the FAA is implementing RNP prematurely, citing three main concerns: 1) there is no official definition of RNP-1, so therefore no compliance standards; 2) there is no guidance published for controllers or pilots to ensure obstacle clearance containment; 3) there is no published CDI scaling requirements for pilots to ensure RNP containment. Tom went on to state that there are three DP's to be effective December 3rd, and no air carrier is qualified to fly it. These procedures must be withdrawn. If not, ALPA is prepared to advise their member pilots to refuse to accept clearance for these procedures. They believe that APA will probably also support this position. He also expressed concern over implementing new requirements and procedures by NOTAM. Wally Roberts, ALPA added that ALPA has no objections to a note stating "GPS required; select 1 NM receiver sensitivity", but does object to using "RNP-1 required". Paul Best, AFS-400 and Howard Swaney, AFS-420 agreed to work the issue off line with ALPA and AOPA following the meeting.

Editor's Note: Representatives of ALPA and AOPA met with representatives of AFS-1 after the TERPS sub-group discussion and expressed their concerns. It was decided that FAA would withdraw the procedures in question (HOLTZ-1, WENDY-1 and ERNUF-1 DP's) from publication pending resolution of service provider and user training issues.

3. **Review of Minutes of Last Meeting:** Minutes of the last meeting, which was held on May 4-5, 1998, were mailed on September 28, 1998. No comments were received and the minutes were accepted as distributed.

4. **Old Business (Open Issues):**

a. **92-02-102 IFR Departure Procedures and Standard Instrument Departures (SIDs)**

Howard Swaney, AFS-420 briefed that Order 8260.46, *Instrument Departure Procedure (DP) Program*, has been implemented and that the first DP's will be published on December 3rd. Eric Secretan, NOAA noted that it was originally understood that there would only be one obstacle DP per runway (replacing the current IFR Departure Procedure). It now appears that there will be multiple obstacle DP's per runway. Wally Roberts, ALPA then noted that there are many ATC DP's that require climb gradients, weather minima, and crossing altitude restrictions to achieve obstacle clearance. Mike Werner, AVN-160 stated that his organization also understood that the

concept was to have a default obstacle clearance DP, using the least onerous route, for each runway. Wally noted that pilots need to be aware of three possible DP scenarios (obstacle, ATC/obstacle, and ATC). The group consensus is that the military charting methodology of depicting dual climb gradients (ATC and obstruction clearance), where required, should be considered for civil procedures. Bill Hammett, AFS-420 consultant, suggested that these issues be studied and incorporated into Order 8260.46. The group agreed. AFS-420 will take the lead in resolving the issues and incorporate/clarify policy in revising Order 8260.46. **Action: Item Open (AFS-420).**

b. 92-02-103 Minimum Crossing Altitude (MCA) on Obstacle Clearance SIDs.

Bill Mosley, AT0-120 discussed ALPA's concerns over ATC vectors off an assigned DP, then clearance to rejoin the procedure, when there are obstacle considerations unknown to the pilot. It is Air Traffic's position that controller procedures are adequate for this scenario. Tom Young, ALPA stated that he believes that depiction of a MOCA or MCA for obstacle clearance on DP's will provide sufficient pilot awareness. Eric Secretan, NOAA briefed that publishing this altitude should not present a problem with charting specs. The group consensus was that this issue be resolved in the revision to Order 8260.46 and that AFS-420 will get input from AT0-120, AVN-100, AFFSA, NOAA and ATA-100 early during the revision. AFS-420 will address the issue during revision of Order 8260.46. **Action: Item Open (AFS-420).**

c. 92-02-104 TERPS Paragraph 323a, Precipitous Terrain Additives

A representative of the Oklahoma City section of AFS-420 was unable to attend. Howard Swancy, AFS-420, briefed that AFS-420 has a preliminary model for precipitous terrain evaluation that should be finalized by December 31st. Once finalized, the model will be used for criteria development. **Action: Item Open (AFS-420).**

d. 92-02-105 Review of Adequacy of TERPS Circling Approach Maneuvering Areas and Circling at Airports With High Heights Above Airports (HAA's)

Howard Swancy, AFS-420 presented a position update paper developed by Steve Jackson, AFS-420. The paper provided the results of ASAT testing and new circling area models. It was briefed that the FAA has received no industry input for the parameters used in the tests, despite repeated requests. Input is necessary at this juncture to preclude developing criteria that everyone will object to when circulated for approval. The group agreed that the parameters used in the tests were acceptable and that criteria development should continue. It is planned that new circling criteria will be published in the next re-write of the TERPS manual. Howard requested that all review the paper thoroughly and forward comments to AFS-420 ASAP. **Action: Item Open (AFS-420).**

e. 92-02-110 Cold Station Altimeter Settings

Due to higher priority issues, AFS-420 has not had sufficient time to work this issue. Howard Swancy, AFS-420, briefed that the U.S. is considering the Canadian, Russian and ICAO models for acceptance. Rule-making and an Advisory Circular are also being worked as promulgation methods. It was noted that the rule-making process will take 12-18 months. Another meeting of the ad hoc group studying this issue is scheduled for next month. Hopefully some interim adjustment measure will be available by the end of the year. **Action: Item Open (AFS-420).**

f. 93-01-121 Provision of Current IAP Procedural Directive Guidance to the Aviation Community (AC90-XX)

Howard Swancy, AFS-420, briefed that that AFS-400 has received an outline of AC90-XX and will review it for publication. Paul Best, NAS NRS, will continue to track this publication. AFS-400 is also coordinating with AFS-600/800 on the re-write of AC60-27. AFS-600/800 have agreed to accept input from user groups for the re-write of AC 60-27. Tom Young, ALPA, advised that ALPA has volunteered to help (including writing support) with this for the past three years and FAA was unresponsive. It was also noted that the USAF and Army have recently updated their instrument flying manuals and much of the data is common for civil application. The military text could easily be assimilated into the FAA AC. Howard agreed to coordinate a meeting with those interested and AFS-600 to move this project along. Paul Best, AFS-400 will continue tracking AC90-XX. **Action: Item Open (AFS-400 & AFS-420)**

g. 95-01-141 Multiple DME ARC IAFs

Howard Swaney, AFS-420, briefed that he coordinated with legal and they have determined that current guidance is satisfactory and they are reluctant to re-open this issue. Their basic position is that non-radar clearances should be to IAF's only. Wally Roberts, ALPA, stated that ALPA desires that all airway intersections with procedure DME arcs should be evaluated for publication as an IAF. Failing this, he noted that proponents should request this procedure design service where it would be operationally advantageous. Mike Werner, AVN-160, noted that AVN has added IAF's to some high use procedures. Tom Young, ALPA, stated this was not a high priority issue for them. Mike Werner suggested it could be addressed in the forthcoming change to Chapter 8 of Order 8260.19. ALPA and Jeppesen will re-approach legal for further definition. Bill Mosley, ATO-120, briefed a change to controller procedures that may clarify and enhance operations regarding this issue. However, the change is still being worked. The group agreed that this issue could be closed, pending further initiatives. **Status: Item Closed**

h. 96-01-155 Operational Status for OROCAs and Implementation of GPS TAAs.

Bill Mosley, ATO-120, has been working this issue. Bill Hammett, AFS-420 consultant, briefed that Flight Standards had approved using the OROCA for obstruction clearance provided continuous evaluation was incorporated under the OE program (Order 7400.2). Paul Best noted that the OROCA was intended for pilot use, not controller use. Bill Mosley noted that he was working with a group to further sectorize the OROCA into 1/2° sectors. Still to be resolved are: GPS sole/supplemental navigation means; airspace and communications requirements; and controller procedures. Bill Mosley will continue working the issue. **Action: Item Open (ATO-120)**

i. 96-01-162 GPS NoPT Terminal Routes and PT Required Terminal Routes

No change. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook by AFS-600. AFS-420 will monitor progress and report. **Action: Item Open (AFS-420 & AFS-600).**

j. 96-01-163 Purpose of ILS Fix Inside the Precision FAF

Paul Best, AFS-400, briefed that he could find no reference to a requirement to conduct an altitude cross check on a precision IAP. There also has been no progress in getting 14 CFR Part 91.175k changed to indicate that an 'OM or fix' is a required component of an ILS system (TERPS alludes to this requirement in several areas). The consensus of the group is that a fix, inside the GS intercept point, should always be present on an ILS approach, even if LOC minimums are not authorized. This will be considered for inclusion in Order 8260.19. Wally Roberts, ALPA, stated that there should also be a DME fix charted at the DH point on all ILS IAP's where the MM has been eliminated. The issue remains open pending revision of Part 91.175k. AFS-400 will continue monitoring the change to part 91.175k. **Action: Item Open (AFS-400).**

k. 96-01-166 Determining Descent Point of Flyby Waypoints (Originally Submitted as Definition of "On Course" – title changed at ACF 97-01)

Paul Best, AFS-400, briefed that criteria have been reviewed and that using the fix bisector as a descent point will provide obstruction clearance. Wally Roberts, ALPA, noted that determining the fix bisector is equipment specific. Paul agreed to coordinate with the Tech Center to ensure a valid FAA position on this issue. He will also coordinate with Carl Moore, AFS-420, to incorporate results of his study into the AIM. **Action: Item Open (AFS-400)**

l. 96-02-171 Temporary vs. Permanent FDC NOTAMs

Bill Hammett, AFS-420, briefed that Change 1 to Order 8260.19 has gone to press. The Order amends the Temporary NOTAM time from 120 days to 224 days, believed to be a more reasonable time frame for charting. He also noted that there are changes to P-NOTAM policy that should make the procedure amendment process easier for AVN-100. Mike Werner, AVN-160, briefed that an increase in 8260-series forms automation will further enhance the timeliness of procedure amendments and should reduce the number of P-NOTAM's. Gary Bobik, AT0-300, provided a briefing on the NOTAM system, policy, and procedures. He noted that once an FDC NOTAM is in the system, it is given the widest dissemination. He also briefed plans for the NOTAM system to adopt the ICAO filtering system which should provide better dissemination- this should be in place in approximately 2 years. He noted that AT0-300 is currently conducting a review of the NOTAM system. Paul Best, AFS-400, stated that industry should be a participant. Howard Swaney, AFS-420 briefed this will be a key issue at an upcoming managers meeting with AFS-420, AVN-100, ATA-100 and NOAA. The group agreed that this issue could be closed. **Status: Item Closed.**

m. 97-01-175 Pilot Duties to Confirm GPS Data Base.

AFS-410 has an IOU through AFS-200 to develop a FSIB to address this issue. Neither office was represented at the meeting. Howard Swaney, AFS-420, briefed that he had coordinated with AFS-410 and AFS-200 and they stated that they were still working on the FSIB. Issue continued to the next meeting. **Action: Item Open (AFS-410)**

n. 97-01-177 Non Collocated DME use at/inside FAF

Paul Best, AFS-400 (NAS NRS), and Mike Werner, AVN-160, reported they had no time to work this issue; therefore, there is no change in status. The issue is continued to the next meeting. **Action: Item Open (AVN-160 and AFS-400).**

o. 97-01-178 JFK VOR RWY 13L/R Waivers/LDIN Lights

Howard Swaney, AFS-420, and Paul Best, AFS-400, briefed that there has been much discussion on this issue within Flight Standards. The consensus is that LDIN lights are not approach lights. A formal AFS AAF position needs to be coordinated and published. AFS-420 took the IOU to prepare the position paper. AFS-420 will prepare and coordinate position paper to resolve the issue. **Action: Item Open (AFS-420)**

p. 97-01-181 Non-Precision Missed Approach Turns

AFS-420 was unable to study and evaluate the USAF proposal. Tom Schneider, AFFSA, advised that their original paper did not address LDA/with GS. A separate paper will be generated to cover this type approach. Status unchanged. AFS-420 will evaluate the AFFSA proposal and report at the next meeting. **Action: Item Open (AFS-420).**

q. 97-02-185 Charting of DME Fix for Precision MAP in ILS/DME SIAP's.

Bill Mosley, ATO-120, reported that he did not present the issue to the FMS Task Force. Bill Hammett, AFS-420 (ISI) suggested that the FAA study conducted several years previously to validate elimination of the 50' DH penalty when the MM was inoperative may provide valuable data as to whether or not publication of a fix at the DH point serves any purpose. The group also briefly discussed chart clutter especially when ILS SIAP's have multiple DH's. The ATO-120 and Jeppesen representatives assured the subgroup that they will discuss the issue at the next FMS Task Force meeting and report. **Action: Item Open (ATO-120 and Jeppesen)**

r. 97-02-188 Mandatory Requirement to Chart Minima with and Without Step-down Fix.

Howard Swaney, AFS-420, met with AFS-200 and AFS-800 and they have agreed to work this issue with AFS-400; however, there is nothing to report at this meeting. Tom Young, ALPA, requested that emphasis be placed on AFS-200 and AFS-800 representatives attending the ACF, TERPS sub-group. AFS-420 will provide a report at next meeting. **Action: Item Open (AFS-420).**

s. 97-02-189 IFR Departure Minimum Turning Altitude Requirement

Howard Swancy, AFS-420, briefed that this issue needs to be worked in a joint environment (AFS, AAT, charting agents and pilot unions). Jim Terpstra, Jeppesen, noted that all FMS databases are coded to turn at 400' above airport elevation. If early turns, below 400', are required, then this needs to be stated so that data bases may be coded accordingly. Wally Roberts, ALPA, noted that some new generation aircraft (Boeing 767/777) aircrews will not turn below 400'. Mike Werner, AVN-160, noted that revision of TERPS chapter 12 has been on the AFS IOU list for some time. Additionally, criteria are desperately needed for diverse vector evaluations for departures. Bill Mosley, ATO-120, briefed that sometimes turns below 400' are necessary for AT separation. Bill also briefed that DP's mandating turns at the MM are being reviewed for correction. Paul Best, AFS-420, stated that controllers cannot issue turns below 400' unless a TERPS evaluation has been applied; perhaps this is a controller education issue. Tom Young, ALPA, noted that the pilots are caught in the middle; flight inspectors violate pilots when they turn prior to 400' and air traffic violates them when they don't turn. **Action: Item Open (AFS-420 and ATO-120)**

t. 97-02-194 Introduction of Term "DA"

Howard Swaney, AFS-420, stated that a briefing paper on this issue had been circulated internally and discussed at other procedural meetings and no comments had been received to date. No one in the TERPS subgroup had seen the paper. Jim Terpstra, Jeppesen, noted that the 'DA' term is satisfactory; however, it is imperative that the terms DA, DH, and DA(H) be defined accurately to reflect charting. This will also probably require a rule making change. AFS-420 accepted the IOU to solidify the FAA position and circulate it for outside agency comments. AFS-420 will report on this issue at the next meeting. **Action: Item Open (AFS-420).**

u. 98-01-196 Effect of Loss of AWOS Altimeter

Paul Best, AFS-400, briefed on this issue. He noted that AWOS is acceptable as a full time altimeter source just the same as an ATC facility; therefore alternate procedures are not necessary. In the rare cases where AWOS fails, air traffic cannot issue an approach clearance without an altimeter setting. Questions arose as to the reliability rate for AWOS/ASOS and it was recommended that this data be evaluated prior to making any changes. Wally Roberts, ALPA, briefed an instance in Colorado where the AWOS failed and controllers were issuing other altimeter settings from other sources when there was no altimeter source noted on the approach charts. The group noted that this was a controller education issue, not a criteria issue. The group discussion noted that there is no CFR requirements for a pilot to have an altimeter setting prior to conducting an approach even though TERPS criteria requires an altimeter source for IAP development. Tom Young, ALPA, believes that a pilot requirement for an altimeter setting should be addressed in the AIM: pending legal interpretation. AFS-420 took an IOU to research this issue and develop AIM guidance (with ALPA and AOPA input). AFS-420 will also coordinate with AAF to ascertain AWOS/ASOS reliability rates and develop AIM guidance. **Action: Item Open (AFS-420).**

v. 98-01-197 Air Carrier Compliance with FAA-specified Climb Gradients

Howard Swancy, co-chair, proposed a meeting with AFS-420, AFS-200, ALPA and AGG to address this issue. Tom Young, ALPA, briefed that there was an FAA/AFS-400 commitment made during a meeting on August 5, 1997. Tom also emphasized AFS-200 participation. Kevin Comstock, ALPA, stated that he had spoken with AFS-200 and they don't believe this is a problem on public procedures and is handled on a case-by-case basis on special procedures. AFS-200 is working on a FSIB; however, it is not mature enough to circulate for comment. It has also been worked as a low priority item. In short, no action has been taken to resolve this issue. **Action: Item Open (AFS-200).**

w. 98-01-199 RVR Accuracy and Conflict With Flight Visibility (Issue 99-02-220, *Use of RVR Minima*, submitted at ACF 99-02 also included)

Howard Swancy, AFS-420, briefed that ALPA has been invited to co-chair a working group for this issue. The manager, AFS-400 has indicated that AFS-410 would serve as co-chair and initiate the meeting. A briefing should be available at the next meeting. **Action: Item Open (AFS-410)**

x. 98-01-200 Step-down Fix Within the Maneuvering Area

Wally Roberts, ALPA, again briefed that establishing a stepdown fix within a procedure turn is a human factors issue. He briefed that UAL complaints indicate that the ILS RWY 15R at KBWI presents a classic example of the confusion factor. Howard Swancy, AFS-420, will forward the issue to AFS-420 criteria writers for study and report at the next meeting. AFS-420 will study criteria and report at next meeting. **Action: Item Open (AFS-420)**

y. 98-01-201 Significant Penetrations of Visual Segment Surface below MDA.

The group discussion indicates that TERPS Change 17 satisfies all obstacle clearance requirements. The request by ALPA for detailed charts must be referred to the charting portion. During the discussion several other points arose. Jim Terpstra, Jeppesen, asked that if, once evaluated, are visual segment obstacle clearance planes maintained? Tom Young, ALPA, stated that during recent meetings with FAA, AFS-420 indicated that the surfaces would be maintained. Mike Werner, AVN-160, briefed that recurring flight inspections of NAVAID's also check obstruction clearance planes. Randy Kenagy, AOPA, expressed concern that implementation of TERPS Change 17 will shut down night IFR operations at airfields with unmarked, unlit, 20:1 penetrations. Note: After meeting research revealed that the Manager, AFS-420 has coordinated with AVN-100 and agreement has been reached for an implementation phase-in period. Criteria will be applied immediately to new runway IFR operations. An 18-24 month period will be allowed to identify those locations where there may be an impact on existing operations. Once identified, there will be a time period allowed to coordinate funding for obstacle removal/markings/lighting. The issue remains open, pending group consensus for closure. **Action: Item Open (AFS-420)**

z. 98-01-202 TERPS Para 330c (2), "Fly Visual to Airport."

This issue was resolved in TERPS Change 17. It is FAA policy to always consider actual

MAP-THLD distance in computing visibility minimums. **Status:** Item Closed

aa. 98-01-203 Alignment of Approach Procedures With Runway

Howard Swancy, AFS-420, briefed that ALPA's concerns will be considered in the development of new precision criteria. When developed (now 85% complete), new criteria will be circulated for formal comment. **Action:** Item Open (AFS-420).

bb. 98-01-204 Climb Gradients on Public Missed Approach Procedures

Howard Swaney, AFS-420, briefed that coordination with AFS-200 indicates the handbook bulletin addressing this issue is still in work. As there was no AFS-200 representative available at the meeting, the status is unknown. AFS-420 will attempt to ensure AFS-200 participation in the next meeting. AFS-200 to update status at the next meeting. **Action:** Item Open (AFS-200).

cc. 98-01-205 SIAP Equipment Requirement Notes

Howard Swaney, AFS-420, briefed that no action has been taken on this issue. Jim Terpstra, Jeppesen, stated that they receive many question on this issue and that Jeppesen strongly supports ALPA's request for clarification. Wally Roberts, ALPA, accepted the tasking to draft an AIM change for coordination. Once the change has been agreed to by the group, AFS-420 will coordinate publication. ALPA will draft and coordinate an AIM for presentation at the next meeting. **Action:** Item Open (ALPA).

dd. 98-01-206 Washington DC P-56 Airspace and KDCA IFR Departures

Will Swank, AFS-200, and Mike Werner, AVN-160, briefed background on the issue and provided a prototype of a new KDCA RWY 36 DP that was developed to help avoid P-56 incursions. The prototype design was widely accepted by the group; however, a question arose as to whether both ATC and obstacle clearance climb gradients would be published. Art Dodds, NOAA, also noted that it is unusual to chart the topographical and cultural detail noted in the prototype. It is a premise that this would be a one of a kind procedure. The prototype was accepted and it is recommended that study continue to include simulator testing, ATC acceptance, charting specifications, etc. **Action:** Item Open (AFS-200 and AVN-160).

ee. 98-01-208 Two Procedures on the same IAP Chart (ILS & Localizer)

No action was taken on this issue. Jim Terpstra, Jeppesen, noted that the emphasis was not to split ILS/LOC procedures into single sheets, but to streamline pilot-controller communications. FAAH 7110.65 requires controllers to use the published procedure title in approach clearances. Receiving clearance for a "LOC RWY XX" procedure seems less confusing than clearance for "ILS RWY XX, GS inoperative". AFS-420 and ATO-120 will jointly work the issue and report at the next meeting. **Action:** Item Open (AFS-420 and ATO-120).

ff. 98-01-209 Consolidated STAR Items Transferred from the Charting Portion

Howard Swancy, AFS-420, briefed that this item is serving as a place-holder for 8 issues transferred from the charting portion. The issues were originated by ATPAC which seems odd insofar as both SID and STAR design and charting were an air traffic responsibility at the time the papers were submitted. User groups have been concerned about the development process and charting of arrival and departure procedures and believe that there is a general lack of understanding of the tasks required to fly some procedures. They ask that procedure design policy and charting standards be reviewed, and the appropriate policy/criteria orders be updated to enhance system safety. The review should focus on complexity and flyability, turbojet/non-turbojet overlays, block or narrative charting format, use of both hard and expected altitudes in the same procedure, landing direction restrictions, number of transitions, and NAVAID use. It was noted during the discussion that Order 8260.46 (DP's) transferred responsibility for departure procedures (including the former SID's) to AFS for policy and AVN for development. The transference of STAR responsibility is still undergoing coordination between ATO-100, AFS-400 and AVN-100. Bill Mosley, ATO-120, noted that the issue of using both 'hard' and 'expected' altitudes (Issue 97-02-097) has been resolved - to be published in FAAH 7110.65 and the AIM in January 1999. Continued study by AFS-420, ATO-120 and AVN-160 is required. AFS-420 will take the lead and report at the next meeting. **Action: Item Open (AFS-420)**

5. New Business:

a. 98-02-210 Use of Distance Limits for GPS Holding Patterns

Position paper presented by ALPA; however, due to time constraints, there was no discussion of this issue. All attendees are requested to review the issue paper for discussion at the next meeting. AFS-420 should have a preliminary FAA position for the next meeting to brief at the next meeting. **Action: Item Open (AFS-420).**

b. 98-02-211 IACC Mandatory Profile View Specifications

Position paper presented by ALPA; however, due to time constraints, there was no discussion of this issue. All attendees are requested to review the issue paper for discussion at the next meeting. ATA-130, as the FAA IACC representative, should have a preliminary FAA position for the next meeting. ATA-130 to brief at the next meeting. **Action: Item Open (ATA-130).**

c. 98-02-212 Radar Fixes on SIAPs

Position paper presented by ALPA; however, due to time constraints, there was no discussion of the issue. All attendees were requested to review the issue paper for discussion at the next meeting. ATO-120 and AFS-420 will jointly study and have a preliminary FAA position for the next meeting. **Action: Item Open (AFS-420 and ATO-120)**

d. 98-02-213 Publication of DME Required NoPt routes on non-DME SIAPs.

Wally Roberts, ALPA, led discussion of this issue paper. It is ALPA's concern that publishing a DME required NoPT route on a SIAP without DME in the procedure title should not be

allowed. These procedures should be split and published separately. Jim Terpstra, Jeppesen, stated that a "DME required" note on the NoPT route would cover the situation. It was pointed out during the group discussion that there is always a pilot requirement to review the SIAP he/she is flying and know whether or not a specific route or maneuver can be accomplished. Wally discussed three fixes for the problem: publish two separate SIAP's (one with DME in the title); publish pilot education material in the AIM (preference); or, add appropriate notes on the SIAP chart. The group consensus was that if any action is required, the AIM change option seems best. AFS-420 took the IOU to study the issue and develop an AIM change if deemed necessary. AFS-420 will study and develop AIM change if necessary. **Action: Item Open (AFS-420).**

6. Next Meeting:

7. Attachments:

ACF 98-02 Attendance Roster

Attendees	Organization
Dick Powell	ATA-100
Gary Bobik	ATO-300
Ann Behrns	USAFFSA/XOIA
Art Dodds	NOS/AC&C
Betty Bradley	NOS
Bill Hammett	AFS-420
Dorsey DeMaster	AFFSA
Bill Mosley	ATO-120
Eric Duguid	AFFSA
Floyd Etherton	GTE
J.C. Findlay	USAF Instrument School
Edwin Greven	EUROCONTROL
Kevin Jones	AFFSA/XOF
Dalia L. Marin	NOS
Randy Kenegy	AOPA
Walt Perron	USAASA
Ken Reid	AIS/MAP
Bill Sanderson	HAI
Will Swank	AFS-200
Toni Tapscott	ATA-110
Eric Secretan	NOS/AC&C
Erik Eliel	USAF/Adv Instrument School
Scott Taylor	AFFSA/XOF
Russ Wall	NIMA
Hal Becker	AOPA
Jim Sackreiter	USAF/Adv Instrument School

Attendees	Organization
Jim Terpstra	Jeppesen
John Moore	NOS/AC&C
Kevin Comstock	ALPA
Larry Weisman	NAVFIG
Mike Werner	AVN-160
Pat Fair	ATA-130
Paul Best	AFS-420
Paul Smith	NBAA
Rudy Ruana	Jeppesen
Tim Duerson	NIMA
Wally Roberts	ALPA
Tom Schneider	AFFSA
Tom Young	ALPA